

between, in effect, a 'Sung' and a 'pint' of butter-milk. Thus it happened that when it came down to some such unimportant matter as to pick out suitable names for two new ships, he simply passed the job over to the Chinese comptroller, an official who is popularly supposed to know everything up North, and who is also held to be as keen in naming a ship as a young mother is about naming her first baby. When the problem was submitted to the Comptroller, remembering his innate sense of politeness and the compliments properly due to the firm—he suggested that 'E-Wo', which is the Chinese Hong name of Messrs. Jardine, Matheson & Co., would, if split up properly, furnish two eminently suitable ship-names. Thus it came about that the waters are being flooded to day by the 'E-Wo' which, considering the special character used for the 'E', means absolutely nothing intelligible, and the 'Wo-Sung', which for a similar reason is pure balderdash. Possibly it was to make some reasonable amends to the amenities of marine nomenclature, that the two latest 'Sung' boats were dubbed 'Sings'.

THE JAPS. AND AUSTRALIA.

The departure on Sunday June 14 from Sydney of the Japanese squadron amid mutual celebration closed for the time being an interesting episode, the effects, permanent or otherwise, of which it will be curious to note, says a writer in the Sydney Mail of June 17. The Japanese officers, from the admiral down, had evidently in mind one thing. They could not believe that after such effective treatment of themselves and ships the country could continue in favour of treating their race as 'undesirable' aliens. When in one speech Admiral Kaminura significantly expressed a hope that nothing would be done in any part of the British Empire to disturb the cordial relations existing between the Governments of the Mikado and the King, he obviously had our Aliens Act in view. Whatever may be thought of the attitude of the general public, it is certain that the politicians who support the exclusion even from the Thursday Island pearl-industry of the northerners were inconsistent in flowing with the popular tide of the past week. There probably never has been any real danger of a Japanese influx into Australia. Japan wants all her population, and however ready her people are to supply labour, it is only for a time, and the Tokyo Government usually sees to their return. Some such arrangement as Japan made with Queensland would have sufficed to prevent the flooding of Northern Australia without hurting the susceptibility of a case of which we are likely to see and hear more and more for good or ill.

WENT ON ALL FOURS.

PITABLE state to which weakness following influenza brought a lady, and of which Dr. Williams' Pink Pills cured her.

"Two years ago," said Mrs. Webb, of South Okendun, England, "I had an attack of influenza. It left me for a long while an invalid. I was so weak and ill that I could not stand or walk. In order to get round my room I had to crawl on my hands and knees. A doctor attended me, but for months I was helpless. In the evenings I used to crawl down the stairs without using my legs, and at night my husband carried me up again. One day, however, I chanced to see in a newspaper an account of a remarkable case by Dr. Williams' Pink Pills for Pale People. So I bought a box. After I had taken nearly the whole of it, I began to feel better. I lost the former weakness, and my legs got better feeling. I persevered in taking the pills, and was, I am thankful to say, soon able to walk all over the house. This winter I am able, for the first time since my legs became bad, to do all my housework."

Influenza is worse than any other cold; but all colds wear down the strength and thin out the blood, because any cold is a sort of fever, and fever lowers vitality. Influenza generally leaves some serious disease behind it—of the kidneys, heart, lungs, or stomach—all due to the effect on the blood. Dr. Williams' Pink Pills are better than any other medicine in such cases, because they cure the cause of the trouble, which is Poor Blood and Deficient Blood. They send new and richer blood coursing through the veins with every dose. In the same way they cure Anemia, Consumption, and all Wasting Diseases. No matter what the trouble is, after a few days' treatment they are good to take. Nothing is so good a preventive of Colds and Influenza.

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One room for two persons, \$10 per day or \$250 per month.
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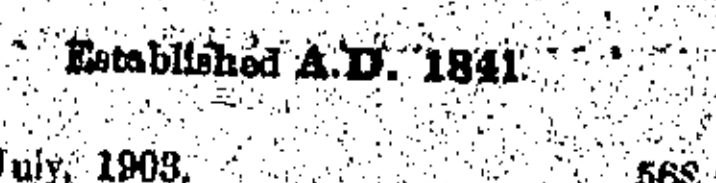
Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alacrity	despatch-vessel	1700	—	3000	Comdr. O. del. Brock	WeihaWei
Albatross	battleship, 1st class	12,350	18	13,500	Captain T. H. M. Jerrard	WeihaWei
Albatross	cruiser, 1st class	1000	6	1400	Comdr. R. Nugent	WeihaWei
Albatross	cruiser, 1st class	11,000	16	18,000	Capt. Charles W. O. O.	WeihaWei
Albatross	cruiser, 1st class	9000	12	13,000	Captain George H. Cherry	WeihaWei
Albatross	cruiser, 1st class	710	6	1300	Captain F. G. Stopford	WeihaWei
Albatross	cruiser, 1st class	710	6	1300	Lieut.-Comr. F. M. Leake	WeihaWei
Albatross	cruiser, 1st class	12,000	14	21,000	Lieut.-Comr. T. D. Pratt	WeihaWei
Albatross	cruiser, 1st class	330	6	300	Captain Henry M. Tudor	Hongkong
Albatross	water tank and tug	5600	11	6600	Captain Robert H. S. Stokes	WeihaWei
Albatross	cruiser, 2nd class	1070	10	1400	Comdr. Ernest Barrow	Hongkong
Albatross	cruiser, 2nd class	300	6	5700	Comdr. P. V. Lawes, D.S.O.	Hongkong
Albatross	cruiser, 2nd class	1580	12	3200	Captain W. A. Carter	WeihaWei
Albatross	battleship, 1st class	12,350	18	13,500	Lieut.-Comr. J. L. Wells	WeihaWei
Albatross	cruiser, 2nd class	1275	6	4000	Comdr. J. D. Dainton	WeihaWei
Albatross	cruiser, 2nd class	1640	—	800	Comdr. G. G. Powell	WeihaWei
Albatross	cruiser, 2nd class	280	4	3500	Lt.-Comdr. G. G. Webster	WeihaWei
Albatross	cruiser, 2nd class	190	2	800	Comdr. O. W. M. Penderleath	WeihaWei
Albatross	cruiser, 2nd class	980	10	1400	Captain R. F. Foster, C.M.G.	WeihaWei
Albatross	cruiser, 2nd class	12,350	18	13,500	Lt.-Comr. G. G. G. G. G. G.	Singapore
Albatross	cruiser, 2nd class	250	6	6300	Comdr. V. H. Nicholson	Singapore
Albatross	cruiser, 2nd class	1015	6	1400	Captain Morris H. Smyth	Singapore
Albatross	cruiser, 2nd class	830	10	1400	Com. D. St. A. Wake	Canton
Albatross	cruiser, 2nd class	80	2	240	Lt.-Comr. John P. Irwin	Hongkong
Albatross	cruiser, 2nd class	980	6	1400	Comdr. T. Jackson	West River
Albatross	cruiser, 2nd class	85	2	240	Lieut.-Comr. Murray Leckie	Singapore
Albatross	cruiser, 2nd class	3090	8	240	Capt. C. H. H. Moore	Yangtze
Albatross	cruiser, 2nd class	350	6	6300	Lt.-Comr. Davidson	Hongkong
Albatross	cruiser, 2nd class	250	6	6600	Fleet Reserve	Hongkong
Albatross	cruiser, 2nd class	5800	11	9600	Captain Lewis Bayly	WeihaWei
Albatross	cruiser, 2nd class	4650	6	4500	Comdr. Robinson	Hongkong
Albatross	cruiser, 2nd class	150	2	800	Lt.-Comdr. E. V. Dugmore	Yangtze
Albatross	cruiser, 2nd class	3400	8	9000	Capt. J. A. C. Wilkinson	Japan
Albatross	cruiser, 2nd class	363	3	200	Lieut. Forbes	Hankow
Albatross	cruiser, 2nd class	980	10	1400	Comdr. S. St. John Farquhar	Yangtze
Albatross	cruiser, 2nd class	620	6	6300	Lieut.-Comdr. A. B. Barker	WeihaWei
Albatross	cruiser, 2nd class	380	6	4500	Lt.-Comdr. Ernest C. Hardy	Hongkong
Albatross	cruiser, 2nd class	150	2	500	In Reserve	Hankow
Albatross	cruiser, 2nd class	150	2	500	Lieut.-Comr. Hugh Somerville	Hankow
Albatross	cruiser, 2nd class	150	2	500	Lieut.-Comr. Watson	Yangtze

* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported
Kaiser Karl VI	Austrian cruiser	6250	20	12,800	Captain Dreiger	Poochow
Acheron	French gunboat	1796	—	—	Captain Lafontaine	Belgon
Albatross	French gunboat	300	—	—	Lieut. A. Varney	Taku
Argus	French gunboat	475	3	450	Capt. Crespin	Canton
Aspic	French gunboat	580	—	—	Commander Journef	Haiphong
Avallanche	French gunboat	3740	29	9000	Lieut. Horne	Haiphong
Bengal	French gunboat	8018	18	—	Capt. Constable	Sigon
Besard	French cruiser	825	—	—	Captain de Pampelonne	Sigon
Obakeurennult	French gunboat	1250	—	—	Comdr. L. L. L.	Shanghai
Cometo	French gunboat	1250	—	—	Capt. Le Gallier	Hohow
Doris	French gunboat	470	—	—	Capt. Bécus	Sigon
Kersaint	French gunboat	9700	12	19,600	Captain Bonifay	Nagasaki
Lion	French cruiser	4015	27	8500	Capt. Hume	Yangtze
Montcalm	French cruiser	9437	8	6071	Captain Smith	Kobe
Oiry	French gunboat	1745	—	—	Capt. Vincent	Sigon
Pascal	French cruiser	620	—	—	Capt. Thomas	Yangtze
Redoubtable	French cruiser	—	—	—	Lieut. Gallard	Sigon
Sty	French gunboat	—	—	—	Lieut. Carl	Along Bay
Surprise	French gunboat	400	4	441	Comdr. Villeneuve	Sigon
Takiang	French gunboat	—	—	—	Comdr. Hys	Kantschoo
Takou	French destroyer	—	—	—	Captain Friedrich	Shanghai
Vauban	French cruiser	—	—	—	Comdr. Wadmann	Kobe
Vigilant	French gunboat	—	—	—	Capt. van Semmer	Amoy
Viper	French gunboat	—	—	—	Capt. Ingeloh	Amoy
Bussard	German cruiser	1857	15	2900	Comdr. Commander Platen	Swatow
Fürst Bismarck	German flagship	11,000	36	14,000	Comdr. Willbrandt	Shanghai
Geier	German cruiser	7775	15	10,000	Comdr. Koencke	Canton
Hertha	German cruiser	9000	14	10,000	Comdr. Hoffmann	Nanking
Ilits	German gunboat	9000	10	1300	Comdr. Schaefer	Kantschoo
Jaguar	German gunboat	850	10	—	Lieut.-Comdr. von Weiss	Shanghai
Ludis	German gunboat	1640	15	2800	Captain Deh	Shanghai
Seeadler	German cruiser	900	10	1300	Comdr. Hys	Kantschoo
Tiger	German cruiser	—	—	—	Captain Friedrich	Shanghai
Vorwaerts	German gunboat	—	—	—	Comdr. Wadmann	Kobe
Theiss	German cruiser	—	—	—	Capt. van Semmer	Amoy
Louardis	Italian cruiser	3380	24	6843	Captain John Boet	Shanghai
Piemonte	Italian cruiser	2427	31	12,000	Captain Amos	Shanghai
Vesuvio	Italian cruiser	4500	24	6820	Captain Zai	Shanghai
Diu	Portuguese gunboat	720	—	—	Captain Digo de Sa	Macao
Zofie	Portuguese gunboat	600	—	—	Capt. F. F. Barbosa	Macao
Alcant	Russian gunboat	810	6	730	Comdr. Gultier	Vladivostok
Anabr	Russian cruiser	2600	5	4700	Comdr. Gramschikov	Kobe
Askold	Russian cruiser	6000	27	—	Capt. Retzschewitz	Port Arthur
Bayarin	Russian cruiser	3200	8	1150	Comdr. Zalesky	Port Arthur
Belor	Russian gunboat	1050	8	—	Comdr. Zalesky	Port Arthur
Bogatyr	Russian cruiser	6731	12	—	Comdr. Zalesky	Port Arthur
Diana	Russian cruiser	500	9	3500	Comdr. Zalesky	Port Arthur
Oldama	Russian gunboat	1490	6	2000	Comdr. Zalesky	Port Arthur
Grimmstethy	Russian gunboat	12,384	44	14,500	Comdr. Zalesky	Port Arthur
Gamboli	Russian gunboat	1000	6	1000	Comdr. Zalesky	Port Arthur
Gullak	Russian gunboat	10,213	27	15,000	Comdr. Zalesky	Port Arthur
Kreutz	Russian gunboat	1234	7	1400	Comdr. Zalesky	Port Arthur
Mandjour	Russian gunboat	1490	6	2000	Comdr. Zalesky	Port Arthur
Obajay	Russian cruiser	12,074	15	14,500	Captain Koroloff	Nagasaki
Pallad	Russian battleship	10,980	16	10,600	Capt. Jorloff	Port Arthur
Perswict	Russian battleship	12,474	15	14,500	Capt. Zatsarsky	Port Arthur
Petrovskylovsk	Russian battleship	10,960	16	10,600	Captain Osoroff	Port Arthur
Pobeda	Russian battleship	1834	10	1788	Comdr. Liver	Kwongson
Poltava	Russian cruiser	12,902	16	15,000	Captain Saperdennipoff	Port Arthur
Iskopytsa	Russian battleship	12,204	15	14,500	Capt. Jorloff	Port Arthur
Rossia	Russian protected cruiser	10,923	16	10,600	Capt. Matveich	Nagasaki
Rurik	Russian protected cruiser	10,960	16	10,600	Captain Sebrennikoff	Nagasaki
Retzwan	Russian battleship	950	2	1125	Lieut.-Comdr. Isakov	Port Arthur
Savotopol	Russian gunboat	1050	8	1120	Comdr. Giger	Port Arthur
Silach	Russian gunboat	1060	8	1120	Comdr. Giger	Port Arthur
Svecht	Russian gunboat	900	22	20,000	Comdr. H. H. Hebler	Port Arthur
Varyag	Russian cruiser	600	9	3300	Comdr. Zagoriansky-Kiesel	Port Arthur
Vesdink	Russian gunboat	1234	15	1194	Comdr. Abramoff	Port Arthur
Zabiyaka	Russian cruiser	—	—	—	Lieut. E. A. Anderson	Hongkong
Callao	U. S. gunboat	235	—	—	Lt. Comdr. J. F. Hood	Hongkong
Elcano	U. S. gunboat	549	—	—	Capt. Stanton	Yokohama
Helena	U. S. gunboat	11,500	41	10,000	Captain R. M. Barry	Taku
Kentucky	U. S. monitor	3924	6	3000	Captain Mahan	Amoy
Monadnock	U. S. gunboat	137	—	—	Comdr. Denham	Amoy
Monowoc	U. S. gunboat	3497	20	854	Comdr. Denham	Amoy
Monterey	U. S. monitor	3497	20	854	Comdr. Denham	Amoy
New Orleans	U. S. cruiser	10,580	40	—	Comdr. Denham	Amoy
Oregon	U. S. cruiser	1000	13	1118	Comdr. Denham	Amoy
Wicksburg	U. S. cruiser	1397	—	—	Comdr. Denham	Amoy
Wyalobee	U. S. gunboat	—	—	—	Comdr. Denham	Amoy
Wilmington	U. S. gunboat	—	—	—	Comdr. Denham	Amoy

34, QUEEN'S ROAD,
Hongkong.



lly the worst time—we had during the campaign.' The officers pressed to the tent to catch every drop. 'It was a day—a fearful hot day—and just as I had made all preparations for the camp, I got word of a mishap. 'Yes, yes,' murmured the eager crowd. 'Well,' he concluded, 'the soda-water camels didn't come up, and we were left in a fearful hole, without any soda-water.'

ered, but there are a number of other pieces of jewellery which have not been used.

Bicycle Riders

When you ride a bicycle you are always liable to have a fall. Chamberlain's Pain Balm is the best liniment for cuts, bruises, and sprains. It will heal the sore in one-third the time any other liniment would require. Pain Balm is famous for its cure of Rheumatism, and soothing and healing poisons. Chamberlain's Pain Balm makes it a ready remedy for Cuts, Bruises, Blisters, Boils, etc. It will heal such injuries in third the time any other treatment requires. For sale by all chemists and druggists, and by Wm. L. Child, Local Agent.

The export trade in coal at Moji was somewhat brisk in the month of May owing to the revival of the Manchurian question, and it was again comparatively dull last month (says the *Nagasaki Press*). The quantity of coal exported from that port for foreign countries in the month of June amounted to 184,462 tons, besides 36,614 tons transported to other home ports. A quantity of 14,870 tons was taken in by the Japanese that visited there last month, for their own use. This total shipment of coal in the northern port shows a decrease of 264 tons on that for the preceding month. The foreign and Japanese ports, of which coal exceeding 5,000 tons in quantity was exported from Moji last month.

susceptibility to Plague. 'Theorist' writes as follows in the *Chobé Chronicle*:—With reference to the epidemics headed 'Cats and Plague' in your issue of to-day and 'Rice and Beri-beri' in the issue of the 1st instant, I venture to put forward again the theory that susceptibility is the germ of plague and beri-beri is merely a question of the diet of the animal consuming a good or bad medium, for the purpose to develop in, and further that a diet of unseasoned rice, or rice only (without a corrective mixture of material antagonistic to the fermenting processes), forms specially good medium for these germs. Cats, flesh-eating, fowls more or less grain-eating. In the instance of the Hong Kong fowls referred to, I would suggest they might have been fed on unseasoned rice, more or less in a state of fermentation, and so provided excellent media in their bodies for stray plague germs. As regards the three institutions at Selangor, which similar rice was supplied, but in one of which, the Pudur Jail, an outbreak of beri-beri occurred, I would point out that two things are necessary for the outbreak of any disease of this kind, first the presence of the specific germ, and secondly and favourable media for it to develop in. In the Tai Wa ward and Leper Hospital, with a majority of residents who have been there over seven months, was surely less chance of germs being brought in than at the Jail. Also it is not likely that the diet at the three institutions was so different.

Natural Modesty.
 E natural modesty of many people who have used Chamberlain's Colic, Diarrhoea Remedy for Diarrhoea, enteric, etc., with splendid results, then hesitate about giving their name for publicity. Still these same have done much to make Chamberlain's Colic and Diarrhoea Remedy a household word, for they have by word of mouth informed their friends what a good thing it is to have in the house. Once always kept, follows the medicine all the world. For sale by all chemists and medicine vendors. **WATKINS, Ltd.,**

THE KWANGSI TROUBLES.

Wholesale Official Degradation.

We learn from our Chinese contemporary, the *Chinese Mail* (*Woh Tai Yai Po*), that two Imperial decrees have been issued from Peking punishing officials responsible for the mis-government of the Province of Kwangsi.

the first advice, issued on the 10th inst. says:—According to a telegram from H. E. Hsien Chung Hsin (Acting Viceroy of the Two Kwang), the rebellious movements in Kwangsi, by which a large part of country has been overrun and devastated, are due entirely to the bad management of the high officials of that province, who they hereby severely censured. Tsao Tai-yung Yun Tsai is deceitful, and Colonel Hsien Chung Fat has allowed his soldiers to torture the people. These two are the worst offenders. Although both have been degraded already, that is not sufficient punishment. They are therefore banished. Censor Tong Shu Ming has neglected his official duties, Judge Ho Yin has open-received bribes, Governor Weng Chu-chung has deceived the Central Government in military affairs, and Marshal Sun Hsien Chung has not taken steps to suppress rebels. They are therefore degraded. The Acting Viceroy must iterally order all the Prefects and Magistrates to co-operate only in suppressing the rebels, and to make such appointments as will be for the benefit of the distressed districts.

On the 14th inst., the Acting Viceroy is ordered to put under arrest for further punishment the Magistrate of Kwai Hsin, Han King Wa, who, during the past five months, has headed nearly 800 suspected persons without granting them fair trial.

Beauty Competition.
The absurd so-called 'beauty competi-
' of a newspaper of a Chinese syndicate
Penang has been brought to a close, a
Lim Eow Thoon being the winner of
\$100 prize. Mr J. Napier, of Messrs
Alister & Co., took second place.

Another New Dockyard. The *Nagasaki Press* learns that Mr. M. Iwaso, proprietor of the Matsuo Engine Works, Inase, Nagasaki, is constructing a new dockyard and engine works on the eastern shore of Kaganu Island, which lies at the mouth to Nagasaki Harbour. The dock has a length of 256 feet, a breadth of 40 feet, and a depth of 22 feet. It is to be completed by March next. The necessary land for a shipbuilding yard—11,000 square feet—is now being levelled. The engine works are expected to be ready to undertake business in 1907.

Epidemic of Suicides.—The *Japan Gazette* says:—A student of the Waseda University threw himself into the Kezon waterfalls, Nikko, on the 1st inst., and the police having inquired a day for his body, found that of Minamotomura, late student of the First High School, who drowned himself there about 10 years ago. Fujimura's mind had lost its bearings through over-study and, wandering to its depth in the sea of metaphysical speculation, he is said to have committed suicide, because he could notathom the universe. His example has been followed by several others over-wrought and

SUPREME COURT.

IN ADMIRALTY JURISDICTION.

(Before His Honour Sir William Gooden, and Captain J. Beech, M. A., T. A., Assessor.)

Wednesday, July 15.

THE "RUBI" AND A JUNK IN COLLISION.

This was an action for damages brought by Kwok A. Po, partner of a Junk, against the s.s. *Rubi*, in connection with a collision between those vessels which took place on February 9 last.

Mr. M. W. Slade (instructed by Mr. H. J. Gage, of Messrs. Johnson, Stokes and Master) appeared for plaintiff, whilst defendant was represented by Mr. R. H. Sharp, K.C. (instructed by Mr. H. W. Slade, of Messrs. Johnson and Gage).

Mr. Sharp, in opening the case for the defence, said that evidence would show that there were no proper lights on the junk, and if the Court found that the junk had no light of any service it would not be necessary to consider whether the collision occurred inside or outside territorial waters. The junk was outside territorial waters when she was statutorily liable under the Junk Ordinance of last year for not having red and green lights.

The *Rubi* was a vessel of about 100 tons, registered at Manila. At midnight the second officer went on duty and during the next two or three hours of that watch the captain was partly on the bridge and partly not. At 1.45 a.m. the captain was called according to instructions, when *Waglan* light was sighted. He went on the bridge and changed her course for the light.

At 2.55, when the north-east head of Takan Island was abeam on the port side, he was again called, and from then the captain remained on the bridge, as his custom was, until he got into Hongkong. At 3.3 the captain changed her course from a course direct to *Waglan* to a course *W*. By 3.30 a dim light suddenly appeared, a length away ahead of the *Rubi*, slightly on the starboard bow. One of two of the *Rubi* people seemed to have observed the light simultaneously to this distance, and it appeared that the light was not visible materially before the junk herself. When the junk was seen, the captain immediately put his helm hard astern, gave a short blast on his whistle, and reversed his engines full speed. There appeared to have been a period of about 15 seconds between the first sighting of the junk and the collision. The junk was seen to be going from starboard to port across the *Rubi*'s bows. The measures used by the captain of the *Rubi* were, the correct thing and given way a few feet the collision would have been avoided.

Captain Almond, and other witnesses were examined.

Thursday, July 16.

The whole of the morning was devoted to the examination of witnesses for the defence, and after 11 a.m. counsel commenced their addresses to the Court.

Mr. Sharp said that the evidence given by the witnesses who were on the *Rubi* was exactly as was written at the time of the collision, and the latitude was the same as given in the preliminary act. The *Rubi* was a vessel of a very small size, and the evidence was that the *Rubi* was not seen until it was too late to avoid the collision. It was a random allegation to make that the *Rubi* was negligently navigated and that it was impossible for the *Rubi* to avoid the collision. It was also alleged that proper steps were not taken to avoid a collision, and that had the *Rubi* had not a proper regulation light whether she was inside or outside territorial waters. Upon the evidence of the officers of the *Rubi* the collision took place outside the territorial waters—a substantial distance south of the line. He questioned whether the *Rubi* would consider that point, however, since it had been shown that the junk had not complied with the regulations with regard to lights. He contended that the evidence showed that the *Rubi* had not complied with the regulations with regard to lights. He contended that the evidence showed that the *Rubi* had not complied with the regulations with regard to lights.

Mr. Slade pointed out the difficulties that Chinese witnesses had to face when the witnesses on the other side were Englishmen, and said that it was impossible for junk-owners to win a case unless they could prove without question that the steamer was guilty of some grave irregularity. He contended that most grave irregularities had been made by the witnesses from the *Rubi*. He said that the junk carried a sufficient light and that owing to the bad lookout kept on the *Rubi* it was not seen.

His Lordship said that he would try to give judgment at 11 a.m. The Court was accordingly adjourned until that hour.

ROYAL HONGKONG GOLF CLUB.

Quarterly Meeting.

The following cards were returned:

Mr. W. C. D. Turner 90-17 = 78

Mr. E. J. Gage 85-4 = 81

Mr. C. W. G. 91-6 = 85

Mr. H. E. Hunter 100-15 = 85

Mr. A. R. Lowe 100-18 = 87

Dr. J. M. Atkinson 106-13 = 88

Mr. N. J. Stubb 109-17 = 92

84 cards.

DOCKY AND MARIN CLUB.

Dr. Drew, R.N., 11 strokes 2 up

Mr. W. G. D. Turner 13 " Square

Mr. E. J. Gage 13 " 1 down

Mr. C. W. G. 4 " 3 down

Mr. J. Johnston 4 " 4 down

Dr. J. M. Atkinson 14 " 8 down

29 entries.

FOOT.

Mr. E. J. Gage 85-4 = 81

Dr. J. M. Atkinson 100-18 = 88

15 entries.

Chamberlain's Cough Remedy.

NOT only cures colds and influenza, but counteracts any tendency towards pneumonia.

CHAMBERLAIN'S COUGH REMEDY cures the phlegm and gum-inflamed mucous, and the life-giving oxygen quench and vitalize the blood, heals the inflamed cough-worm throat and lungs.

CHAMBERLAIN'S COUGH REMEDY will soothe and soothe the irritation of the inflamed membrane lining of your throat that is caused by continuing coughing. It stops cough, and cures quickly. For sale by all chemists and medicine vendors. Write for Chamberlain's Cough Remedy.

REMINISCENCES OF INTER-PORT CRICKET.

By J. A. L.

You desire a few reminiscences of Inter-port cricket do you? I will try to oblige.

It is quite possible that I have some ideas quite different from those of many who witnessed those Homeric encounters, but it should be remembered that a match and a course it is taking is often quite another thing to what it appears to the interested spectator, who cannot possibly see many of the small incidents which go on between the wickets. Whilst there is nothing certain in cricket, a match often appears to the players to be, or is actually, in hand while to the spectators there is no indication one way or the other how it is going; and this feeling of the player is more frequently gratified to a bowler than to any one else.

Times without number, I have had a good idea how a match was to end simply from feeling when one was in good fettle with the ball, and as if one were in good staying condition. I need hardly add that there are also occasions when the match will go against you in spite of everything, and then luck is blamed and cursed—want of skill, of course, never enters into the question. Everyone knows the tremendous value of 'If' on occasion, and in some of the games I am now about to 'reminisce,' 'If' enters largely into their consideration.

After all were it not for the many 'ifs' in cricket, half the glory of the game and certainly half the delight of reminiscing about many a hard-won or badly-lost match would be gone. In fact, if Midland hadn't—but that will keep till later.

To the vast majority, the glories of these inter-port fights are denied. Many staunch friendships have been formed in the course of these contests, and it might be added, with perfect truth, that temporary enemies have also been made, more especially when easy catches have been dropped and bad language used—and even the angels could have sworn at some of the 'easy ones' dropped in these encounters. Hospitality is invariably unbounded, and only those who have experienced it can have an adequate idea of the cordiality of the reception extended to visiting teams. When one considers the distance travelled to play a single match, or perhaps at most two, then outsiders should be able to see some reason for it. Naturally there is a good deal of fun and frolic—but it should be remembered that it is not a funeral which is taking place. There have sometimes been hints and innuendoes that these visits were conducted on too much of the 'racket' principle; but speaking from a good lot of experience, I can honestly say that the result of no match in which I have been engaged has been jeopardized in the slightest by any of the entertainments which usually go on *pari passu* with the business of the visit.

These inter-port matches are a great experience to a rising player, and in the East have often been the making of a man. I know several who hold their present position because their qualities on the cricket field have recommended them to various powers that be. Although of late years this has not been so marked, I have no doubt it still holds good. Can anyone doubt that the later excellence of the Straits Settlements teams is entirely due to the fact that Sir Frank Swettenham is Governor of that Colony? I can recommend no more enjoyable holiday to young players than one of these trips away from home, and they should strive their hardest to show up well and get chosen in the eleven.

First of all a word about two or three points in connection with these games. It is usual to make a lot of the disadvantages under which visiting teams have to play. It is quite usual to put down failures on their part to hospitality, entertainments, late hours, etc., etc. There are two great disadvantages no doubt which often tell heavily, and these are the change of light and ground. Now there is no better light in the world of cricket-grounds than that experienced in Hongkong on a November forenoon, before the summer verdure has been scorched off the grass, whilst later in the day it is difficult to see the ball for the glare. In Shanghai, on the other hand, in the middle of the day, I have usually experienced a glare, no doubt due to the flatness of the surrounding country, which effectively prevents a batsman getting his eyes opened properly—but for the same reason the evening light is much better than that of Hongkong. In Singapore you may have any sort of a light—usually a bad one from the rising sun—point of view. Bright sunshine and heavy rain seem to be on top all the time, and the variations are certainly disconcerting. The surrounding backgrounds at Hongkong and Singapore are not favourable for cricket when the sun gets near the horizon.

The ground itself at these three centres is quite different in character. Singapore having undoubtedly the worst wicket, wet or dry; Hongkong has the truest wicket, Shanghai the most fiery and often wearing badly. As long as the water supply was good in Hongkong, one could always guarantee a perfect wicket if necessary—some trouble no doubt, but the material was there. Now there is a considerable drawback so far as these matters of change are concerned; but on the other hand, visiting teams usually much freed from anxiety to perform well on the ground men, and is also emboldened by the opinion as to the selection of the team, and often a bit of feeling on this score makes just enough rift in the late to take away that perfect confidence which a team should have in itself when going on to the field. I do not believe for a moment that hospitality and entertainment detract any appreciable amount from the visiting team's efficiency. As a rule, whilst the match is in progress the players are keen on trying to do their best, and as the day they play is much the same all over the Far East, certainly there are any disadvantages there in—in fact, if it is not

the advantage is often with the visiting team. Certainly the visitors have always the best excuse if they desire to decline proffered hospitality, whilst a local man often feels it incumbent on him to offer them, but cannot very well excuse himself from participating. The climate has a brief of its to consideration. Hongkong and Shanghai usually play their matches in winter, common to both with neither side a benefit. Hongkong going to Singapore however, are heavily handicapped, although if Shanghai went to Singapore they would be in their element, as they also play cricket in the winter. It is not that Singapore is so hot, but going to Hongkong, as usually the weather is not cold enough to shiver them up, but still cold enough to act as a first-class tonic. In a cold February, they might suffer, but that is now an unusual time for a visit. Taken all round, therefore, it will be seen that I do not agree with the generally expressed opinion that the visiting team labour under great disadvantages—light and ground, both most important points no doubt, being the only drawbacks worth considering.

On the choice of men—after examination of various inter-port teams, it looks as if Hongkong has always had most difficulty in getting a really strong team to do duty for the colony away from home; it certainly has had the greatest variety of representatives, and this, I believe, is due to the fact that Hongkong civilian cricket has been at a low ebb for some time. This brings me to a having the cricket topic for argument—so important that I make no excuse for entering on it here. The decay of Hongkong Inter-port Cricket as compared with that of Shanghai and the Straits is due to several causes. In Shanghai cricket has a season of its own—winter, and little else is done in the amusement line otherwise, except some feeble opposition in the way of golf. I write on to correction on this point. In Hongkong cricket has no season of its own, and the cricket is not so much a part of the life of the colony as it is in Shanghai. In Hongkong, cricket has no season of its own, and the cricket is not so much a part of the life of the colony as it is in Shanghai. In Hongkong, cricket has no season of its own, and the cricket is not so much a part of the life of the colony as it is in Shanghai.

As more cricket was desired, it was arranged to play a return match with some change of teams. This, in my opinion, was a mistake. The same thing has been suggested several times on other similar occasions. I have always objected to it, as there is the possibility of a reversal of results with its attendant difficulties, and a third match could not usually be arranged for want of time. Excuses for an original defeat would take the line of 'Oh! we weren't trying,' etc., and were a reversal to happen, everyone would be dissatisfied. These matches have always been supposed to be played to a finish, provided they do not exceed a reasonable time, and it should be either one match or the best of three—the latter is not feasible or advisable in the Far East. However, the return match 'this' occasion was played, with the result that Hongkong won by seven wickets, scoring 123 and 75 for three wickets against 87 and 113.

E. J. Coxon again bore the brunt of the attack, having nine wickets for 99. E. W. Maitland nine for 55, and Seemoo Smith four for 24. The scorers were more level all round. Horley with 42 and Talbot with 21 doing best for the Straits. Rank heading the Hongkong scores with 26. This game only proved that the Straits team was a better one than the result of the first match would make one think.

In the sporting line the only other interesting part of the visit was the defeat of Russell Stokes by Bradwell of Singapore in the Billiard match. Stokes was flustered and off his game, while Bradwell was in a fine cool and steady way, and ultimately ran out winner by a large number of points. The latter also represented Singapore at Tennis, but met a much stronger opponent in R. J. Coxon, who won easily.

(To be continued.)

Volunteer Concert.

It would seem that the Promenade Concert at Volunteer Headquarters will be favoured with superb weather to-night. The programme will be carried out as previously arranged. Already the concert is assured of a large measure of support, but there will be room for those who have not yet secured tickets. The orchestral items will be a feature of the programme.

Novel Game of Draughts.

A novel game of draughts was recently played in Rangoon, one of the players being a local expert. In place of the usual black and white draughts-men, the novices used puppets and the champion used sovereigns, the understanding being that the draughts-men captured on either side during the game should be the property of the captor, except that the first two sovereigns should be returned to the loser after the game was over. It was a very exciting match, but the champion won. He had only four men taken and he recovered two of his sovereigns for the purpose of crowning two kings.

Inter-port Cricket.

In this issue, we publish the first portion of Dr. J. A. Lawson's reminiscences of Inter-port Cricket in the Far East. The genial 'Dr. Jim' has a good deal to say that is interesting, and says it in his own way; and we are sure those who have played on the same side with him or against him in Hongkong, Singapore and Shanghai will find his remarks of unusual interest even if they differ from him in some of his details. We have seen a private letter from Dr. Lawson in which he hints at his having to winter on the Continent. His numerous friends in the Far East will join in wishing him a speedy return to good health and an opportunity to read more reminiscences from his diast pen.

General Election Prospects.

A well-informed correspondent in London, who is in touch with leading politicians and pressmen, writes to us as follows on Mr. Chamberlain's proposal of preferential tariffs for the Colonies:—As Mr. Chamberlain proposes to do away with Free Trade and introduce Protection, the subject is so vast—so much for and against it—that no one seems to have come to a definite and conclusive opinion about it. Personally (our correspondent is a Liberal), I have still an open mind on the matter; but I am rather inclined against it. I can't say more, as to discuss it would lead me into a long article. Of course, it refers to the self-governing Colonies, so would not affect Hongkong directly, but indirectly it would. When I can come to something like an opinion for or against it, I will endeavour to write you on the subject. This question is not going to be raised through without an appeal to the country, and it is thought that the General Election will take place in the autumn of this year.

From Pillar to Post.

A small chattel of tar and sulphuric acid was prepared and a small quantity of the mixture applied to all holes found in the outhouse. No dead rats have been found and it therefore follows that the animals leave the place in disgust.—China Mail.

All hall inspectors! yours the praise. For having thus discovered a method easy to clear the house of every lurking rat or mouse. The scheme that this will vermin out. Our gratitude has earned.

So simple does your plan appear! So easy to perform! That they who fear life to take, Can, with your preparation, make The rat their domicile forsake Without the slightest qualm.

Some aid, and a little tar. Are all the tools you need; Spread cunningly abut the hole, This grand discovery is the sole Effective weapon rat or mouse. The places where they breed.

The rats will sally forth in haste, And never more return. Do you intend to have will be Of every trace of vermin free; And plague may then be viewed by thee In happy unconscious.

And yet I sadly fear, great Sir, Your plan a flaw contains. If neighbours take the self-same view, And tar their outhouses and rat-holes too, The vermin will be driven through Into your own domains.

Else, tell us what becomes of them, (You say they die of it.) Do rats like wine, or vinegar, Or do they meet some other fate And into something transmute Invisible to eye!

The only explanation that I can give is, that the rats are hunted down, And sent on circuit, through the town, Until the plague is carried round From pillar unto post.

DO LLY.

FROM PILLAR TO POST.

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DO LLY.

To-day's Advertisements.

BOXING.

JACK GRACE OF NEW YORK

Wight 10 Stone

Communicate with H. BOSS,

Care of 'CHINA MAIL' Office.

Hongkong, July 16, 1903. 1486

WANTED.

FOR a Consulate at Pakhoi, a well-educated CHINESE W. F. T. E. R. experienced in official business and able to speak Mandarin. Must be thoroughly competent to draft official letters and despatches in Chinese. One with some knowledge of English or German preferred.

Apply to GERMAN CONSULATE.

Hongkong, July 16, 1903. 1482

WANTED.

A Competent PORTUGUESE CLERK.

Apply by writing to 'CULEX,'

Care of 'CHINA MAIL' Office.

Hongkong, July 16, 1903. 1483

TO LET.

WITH IMMEDIATE POSSESSION, MERVILLE, a four-roomed House at 163, Wanchai Road. Cool, healthy and with full view of Harbour.

BELOVOIR, Two Large Airy Rooms.

Apply to BELOVOIR,

165, Wanchai Road.

Hongkong, July 16, 1903. 1480

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON, PENANG AND SINGAPORE.

THE Co's Steamship *Lalpara*, having arrived from the above Ports, Consignees of Cargo by letter are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, of the 18th Inst., will be landed at consignee's risk and expense into Cutchins at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINI, MATHESON & Co., General Managers.

Hongkong, July 16, 1903. 1484

THE AMERICAN ASIATIC STEAMSHIP CO.

STEAMSHIP SERVICE FOR NEW YORK, VIA THE SUEZ CANAL.

THE Steamship VERONA.

Captain SPIELER will be dispatched as above on or about SATURDAY, the 25th July.

To be followed by the Steamship BARN LARSEN, Captain LATRENT, on about THURSDAY, the 20th August, to be followed by the S.S. NORDRYN later.

For Freight, etc., apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, July 16, 1903. 1481

WEATHER REPORT.

The following notice is issued by the Hongkong Observatory:—

On the 16th at 11.00 a.m. the barometer has fallen slightly over Japan and the China coast, since a little over the Philippines.

A depression appears to be moving Eastwards over the N.E. coast of China.

Pressure remains high over the Pacific and South of Japan.

Gradients slight for S.E. and E. winds in the Formosa Channel and the N. part of the China Sea.

Forecast—light E. wind, fair.

To-day's Advertisements.

CHEMULPO, PORT ARTHUR AND NEWCHWANG.

CALLING AT SHANGHAI.

THE Steamship SULLIBERG.

Captain MARR will be dispatched for the above Ports on MONDAY, the 21st inst., at 5 p.m.

For Freight or Passage, apply to HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, July 16, 1903. 1485

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP AND LONDON VIA STRAITS.

THE Steamship MERIONETHSHIRE.

Captain C. C. CONNOR, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undisturbed after the 21st Inst. will be subject to rent.

All claims for damage must be sent in before 26th Inst., or they will not be recognised.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 21st Inst., at 2.15 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, July 16, 1903. 1479

Intimations.

EXCURSION TO MACAO.

THE Fast and Commodious Steamship "WING CHAI," will leave for Whampoa, opposite Central Market.

EVERY SUNDAY (During the Summer months) at 8.30 a.m., returning at 8 p.m., or later according to tide.

FARE, Return ticket, including Giffin and Dinner (either on Board or at Macao Hotel) 8s.

A Matched for Sea Bathing, both for Ladies and Gentlemen, is provided, and Bathing Clothes, etc., provided at a reasonable rate.

SAM WANG & CO., LD.

Hongkong, June 30, 1903. 1372

THE MUTUAL STORES.

GENERAL STOREKEEPERS, WINE & SPIRIT MERCHANTS.

25, DES VOEUX ROAD CENTRAL.

Our new premises has been stocked with prices as heretofore.

INSPECTION SOLICITED.

Hongkong, June 29, 1903. 1363

Mr. CHADWICK KEW.

DENTAL SURGEON.

39, QUEEN'S ROAD CENTRAL.

Office Hours: 9 A.M. to 5 P.M.

Hongkong, March 13, 1902. 685

BOARD AND RESIDENCE.

"KILLADOON,"

ON North Spur of MORRISON HILL, 161,

Notices to Consignees.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLUMBO & SINGAPORE.

THE Co's Steamship *Asa Maru*, having arrived from the above Ports, Consignees of General cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Cargo will be carried on unless instructions are given to the contrary before Noon To-day.

Goods not cleared by the 22nd July, will be subject to rent.

All Ship-damaged Packages must be left in the Godowns and Notice of same sent to this Office before the 25th July, or Claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, July 15, 1903. 1477

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG, AND SINGAPORE.

THE H. A. L. Steamship *Alania*, Capt. SCHONFELDER, having arrived from the above Ports, Consignees of Goods are hereby requested to send in their Bills of Lading for countersignature by the Under-signed and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 22nd inst. will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 3 p.m. No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, July 15, 1903. 1473

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FUME, PORT SAID, ADEK, BOMBAY, COLUMBO, PENANG AND SINGAPORE.

THE Co's Steamship *Marjatta Ruopiksen*, having arrived from the above Ports, Consignees of Goods are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, where delivery may be obtained.

This vessel brings cargo:—From Trieste ex *S.S. Maria Teresa*, transhipped at Port Said. From Trieste ex *S.S. Venus*, transhipped at Trieste.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 22nd inst. will be subject to rent.

No Fire Insurance will be effected after the 22nd of July, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIEBER & Co., Agents.

Hongkong, July 15, 1903. 1478

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Kamsing*, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 18th July, will be landed at Consignees' risk and expense into the Godowns at East Point, and will be subject to rent.

No Fire Insurance will be effected after the 22nd of July, will be subject to rent.

Bills of Lading will be countersigned by JARDINE MATHESON & Co., General Managers.

Hongkong, July 14, 1903. 1460

NOTICE TO CONSIGNEES.

STEAMER Y.A.M.E.R.

COMPAGNIE DES MESSEGERIES MARITIMES.

CONSIGNEES of Cargo from London ex *S.S. Ville de Bordeaux* in connection with the above Steamer are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon. Today, the 14th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Under-signed. Goods remaining undelivered after 22nd inst. will be subject to rent and landing charges.

All claims must be sent in to me or be received by the 21st July, or they will not be recognized.

All damaged packages will be examined on Thursday, the 21st July, at 3 p.m. No Fire Insurance has been effected.

G. DE GRAMPEAUX, Agent.

Hongkong, July 14, 1903. 1460

Not Responsible for Debts.

NEITHER the Captain, nor the Agents, nor the Owners, will be responsible for any Debts contracted by the Officers or Crew of the following Vessels during their stay in Hongkong Harbour:—

ALICE, German ship, Capt. M. Reinert.

Standard Oil Co.

Insurances.

SALAMANDER FIRE INSURANCE COMPANY.

THE Under-signed having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at Current Rates.

HOTZ, JACOB & Co.,

Hongkong, March 31, 1900. 738

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902, £16,378,771.

Authorized Capital £3,000,000

Subscribed Capital £2,750,000

Paid-up Capital £2,887,500 0 0

Current Funds £2,887,215 14 10

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co.,

Hongkong, June 20, 1903. 1537

Intimations.

YUEN KEE CO.

COAL MERCHANTS.

No. 17, CHIU LOONG STREET, HONG KONG.

Hongkong, June 13, 1902. 1254

A. G. GORDON.

M.A., M.E., M.E.C.E.

MEMBER INSTITUTION OF ENGINEERS AND SHIPBUILDERS IN SCOTLAND.

CONSULTING MARINE ENGINEER, AND NAVAL ARCHITECT.

Damage, Collision and Wreck Surveyor.

14 Des Voeux Road, Central.

Telegram: 'PENDIDO.' 2244

MARTIN'S

CARP & STEEL

Established 1872.

SHIP CHANDLER, &c.

Nos. 30 & 32 Wing On St. Central.

DEALER IN ALL KINDS OF IRON, METAL & STEEL for ENGINEERING WORK, STEEL BOILER-PLATES, COPPER PIPES, GAS TUBING, ANCHORS & CHAINS, SAILS, TACKLES AND JOISTS.

Hongkong, January 4, 1902. 25

KEATING'S

POWDER

IS HARMLESS to ANIMAL LIFE.

KILLS BUGS, FLEAS, MOSQUITOES, BEETLES, MOSQUITOES.

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Banks.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1906.

SUBSCRIBED CAPITAL ... Tls. 5,000,000

PAID-UP CAPITAL ... " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES: CANTON, HANKOW, PEKING, PENANG, SINGAPORE, TIENTSIN.

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

Interest allowed on Current Accounts at the Rate 2% per Annum on the Daily Balances.

On Fixed Deposits for 3 Months ... 3%

" 6 " " " " 4%

" 12 " " " " 5%

E. W. RUTTER, Manager.

Hongkong, January 18, 1901. 1970

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000,000

RESERVE FUND ... \$10,000,000

STERLING RESERVE ... \$5,000,000

SILVER RESERVE ... \$15,000,000

RESERVE LIABILITY OF PROPRIETORS ... \$10,000,000

COVER OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. C. TONGKIN, Esq., Deputy Chairman.

H. C. W. DICKSON, Esq., H. SCHUBERT, Esq., E. G. GEE, Esq., H. C. MEDHURST, Esq., C. MICHAEL, Esq., H. W. SLADE, Esq., HONGKONG—J. R. M. SMITH, MANAGER.

SHANGHAI—H. M. BEVIS, Acting Manager.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance.

On Fixed Deposits:—

For 3 months 2 1/2 per cent per annum.

" 6 " 3 " " "

" 12 " 4 " " "

J. R. M. SMITH, Chief Manager.

Hongkong, May 15, 1903. 866

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 PER CENT per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT per annum.

For the Hongkong and Shanghai Banking Corporation, J. R. M. SMITH, Chief Manager.

Hongkong, May 1, 1900. 1517

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL ... £1,000,000

PAID UP CAPITAL ... £324,574.

HEAD OFFICE—HONGKONG.

Board of Directors: CHAN KIN SHAT, Esq., J. SCOTT HASTON, Esq., TENG SHANG, Esq., J. LAUTS, Esq., Chief Manager: GEO. W. F. PLAYFAIR.

Interest for 12 months fixed ... 5%

Hongkong, May 12, 1903. 117

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,000,000

SUBSCRIBED ... £1,235,000

PAID UP ... £625,500

RESERVE FUND ... £60,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balances.

On Fixed Deposits:—

For 12 Months ... 4%

Per Quarter ... 5%

" 6 " " " 5 1/2%

" 12 " " " 6%

EVAN ORMISTON, Acting Manager.

Hongkong, May 25, 1902. 234

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000

CAPITAL PAID-UP ... " 18,000,000

CAPITAL UNPAID ... " 6,000,000

RESERVE FUND ... " 9,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES: TOKIO, KORE, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, PEKING, SHANGHAI, TIENTSIN, NINGPO, HANKOW.

LONDON BANKERS: The London Joint Stock Bank, Limited, Bank of England, Limited, The Union of London and Smiths Bank, Limited.

HONGKONG BRANCH—Interest allowed: On Current Account at the Rate of 2% per annum on the daily balance.

On fixed deposits for 12 months, 5% per annum.

On fixed deposits for 6 months, 4% per annum.

On fixed deposits for 3 months, 3% per annum.

TARO HODSUMI, Manager.

Hongkong, March 12, 1903. 589

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

THE CHINESE MAIL

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

\$9 per Annum delivered in Hongkong, \$12.50 to all other Ports.

5 WELLESLEY STREET, HONGKONG.

Ray-Pei P. S.

Orders booked by MARY, CHINA MAIL.

589

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Banks.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

CAPITAL PAID IN ... Gold \$4,000,000 ... £ 820,000

SURPLUS (RESERVE) ... Gold \$4,000,000 ... £ 820,000

TOTAL ... Gold \$8,000,000 ... £ 1,640,000

CAPITAL AND SURPLUS AUTHORIZED, Gold \$10,000,000 ... £ 2,050,000.

LONDON BANKERS:

National Provincial Bank of England, Ltd., The Union of London and Smiths Bank, Limited.

THE Corporation buys and sells Bills of Exchange, issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:—

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

Vessels Advertised as Loading.

<i>Districts.</i>	<i>Vessels.</i>	<i>Agents.</i>	<i>Date of Leaving.</i>
Amoy, S'rang & S'bye	Shantung (s)	Butterfield & Swire	July 17,
Bremen, &c.	Hamburg (s)	Melchers & Co.	July 22,
Bremen, &c.	Prinz Heinrich (s)	Melchers & Co.	August 6,
Bremen, &c.	Sachsen (s)	Melchers & Co.	August 20,
S'bye, S'rene & C ^o ..	Kinsaku Maru (s)	Nippon Yusen Kaisha	July 27, at 4 p m
Chemulpo & Pr. Artha	Sullung (s)	(Branch) Amoy, Union	July 20, at 5 p m.
Cebu & Iloilo	Kaifong (s)	Butterfield & Swire	
Kobe & Yokohama ..	Awa Maru (s)	Nippon Yusen Kaisha	July 17, Daylight
Kobe	Kagoehima Maru (s)	Nippon Yusen Kaisha	July 22, at Noon.

Kobe	Hupoh (s)	Nippon Yusen Kaisha	July 31, Daylight
Kobe	Tsanan (s)	Butterfield & Swire	July 17,
Havre and Hamburg.	Nürnberg (s)	Butterfield & Swire	July 17,
Havre, Bremen & Hamburg	Wurzburg (s)	Hamburg-Am'ka Line	July 17,
Havre and Hamburg	Badenia (s)	Hamburg-Am'ka Line	July 23,
London	Postdam (s)	Hamburg-Am'ka Line	Aug. 12,
London & C.	Bolshak (s)	Butterfield & Swire	July 22,
London, Antwerp & C.	Ceylon (s)	P. & O. S. N. Co.	July 13, at Noon
London v. Suez Canal	Bonadi (s)	Gibb, Livingston & Co.	About July 24,
Manila	Rohilla Maru (s)	Toyo Kisen Kaisha	July 17, at 11 a.m.
Manila	Rubi (s)	Shewan, Tomes & Co.	July 18, at 10 a.m.
Manila	Tsuyama (s)	Shewan, Tomes & Co.	July 22, at 10 a.m.
Manila	Sungkiang (s)	Butterfield & Swire	July 27,
Manila and Australia.	Yawata Maru (s)	Nippon Yusen Kaisha	July 27, at 4 p.m.
Marceline via Saigon.	Polynesian (s)	Messageries Maritimes	July 25, at 11 a.m.
Mar., Edon & A'rap.	Poleus (s)	Butterfield & Swire	July 21,
Mar., Edon & A'rap.	Senator (s)	Butterfield & Swire	August 4,
Mar., Edon & A'rap.	Tsuyama (s)	Butterfield & Swire	August 18,
Mar., Edon & A'rap.	Tambe Maru (s)	Nippon Yusen Kaisha	July 23, Daylight
New York v. Suez Canal	Saito Isoto (s)	Dowell & Co. Limited	July 27,
New York, Suez Canal & C.	Verona (s)	Shewan, Tomes & Co.	About July 25,
New York v. Suez Canal	Kennebore (s)	Standard Oil Co.	About July 23,
Odessa	Hermann Lerche (s).	Bradley & Co.	July 18, at 4 p.m.
Shanghai	Bengal (s)	Butterfield & Swire	July 18,
S'pore, Cebu & C.	Mazagon (s)	P. & O. S. N. Co.	About July 24,
S'pore, Yna, & Kobe	Alosia (s)	Hamburg-Am'ka Line	July 17, Daylight

Shore, Pang, Calcutta.	Kumsang (s)	Jarline, Matheson & Co.	July 12, at Noon	
Shanghai and Portland.	Indrapura (s)	Portland & A. S. Co.	August 14.	
S'wai Yham & Koke.	Marquisequehem(s)	Sander, Wieler & Co.	July 18, p.m.	
Shore, Pang, B'yang.	Triesto (s)	Sander, Wieler & Co.	July 21.	
S'tow, Amoy & Tamsui	Daigai Maru (s)	Ozaka Shosen Kaisha.	July 19.	
S'tow, Amoy & T'chow	Thalos (s)	Douglas Laprak & Co.	July 17, at 11 a.	
Sydney & Melbourne	Australian (s)	Gibb, Livingston & Co.	July 29, at Noon	
Vancouver (B.C.), & Tartar (s)		Canadian P'ac R. Co.	July 22.	
Vancouver (B.C.), & Empure of China(s).		Canadian P'ac R. Co.	August 5.	
Vancouver (B.C.), & Athenia (s)		Canadian P'ac R. Co.	August 12.	
Victoria, B.C., Seattle.	Riojun Maru (s)	Nippon Yusen Kaisha.	July 27, at 4 p.m.	
Victoria, B.C., Tacoma	Victoria (s)	Dodwell & Co. Limited	August 15.	
Victoria, B.C., Tacoma	Pleindas (s)	Dodwell & Co. Limited	August 15.	
Yma, Sai, Moi, Kobe	Candia (s)	P. & O. S. N. Co.	About July 24.	

SHARE LIST.—QUOTATIONS.

July 16, 1903.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	\$ 125	all	\$885, buyer
National Bank of China, Limited	19,970	10	£ 323, buyers	London, Feb. 15.0
	29,965	10	£ 323, buyers	
	750	1	£ 110, sellers	
Do. Foreigners' shares.				
MARINE INSURANCES.				
Canton Insurance Office Co., Ltd.	10,000	\$ 250	50	\$180, seller
China Traders' Insurance Co., Ltd.	24,000	\$83.83	25	\$232, buyers
North-China Insurance Co., Ltd.	5,000	100	26	Ta. 330
Strait Insurance Co., Ltd.	30,000	100	20	\$1, nominal
Union Assurance Society, Ltd.	10,000	350	100	\$500.
Yangtze Insurance Association, Ltd.	8,000	100	50	\$136, sales
FIRE INSURANCES.				
China Fire Insurance Co., Ltd.	20,000	100	20	\$85, buyers
Hongkong Fire Insurance Co., Ltd.	8,000	250	50	\$350.
DOCS., ETC.				

Geo. Fawcett & Co., Ltd.,	50,000	50	all	3217, buyers
New Aztec Dock Co., Ltd.,	50,000	50	25	3474, sales
G. 6,000	6,000	63	all	3474, sales
S. C. Finham, Boyd & Co. Ltd.,	75,000	75	100	1723, sales
F.A.M.E.A. TRUGS, ETC.				
"Chas and Manilla" S. S. Co., Ltd.,	25,000	50	50	325, buyers
Douglas Steamship Co., Limited	10,000	50	all	325, sellers
Douglas Steamship Co., Limited	20,000	50	all	440, buyers
F.R. C. and M. Steamboat Co., Ltd.	80,000	15	15	3383, buyers
Imperial S. N. Company, Limited	10,000	10	all	389, buyers
Port Ferry Company, Ltd.,	10,000	10	10	317, buyers
Shall Transport & Trading Co., Ltd.	20,000	1	1	212.8, sales

Toku Toku and Lighter Co., Ltd.	2,000	Tls.	100	Tls100	178.	300,	buyers
Shanghai Cargo Boat Co., Ltd.	2,000	Tls.	100	Tls100	178.	300,	sales
Co-operative Cargo Boat Co., Ltd.	6,000	Tls.	200	Tls200	177.	300,	sales
EXPENSES.							
China Sugar Company, Limited.	20,000	\$	100			495,	sales
Luzon Sugar Company, Limited.	7,000	\$	100			510,	buyers
Perak Sugar Outfitting Co., Ltd.	2,000	Tls.	50	T	50	178.	sellrs.
WHEAT.							
H.K. & Kw. Wharf & Godown Co.	30,000	\$	60	all		488,	buyers
Shanghai and Wharfed Wharf Co.	20,000	Tls.	100	Tls100		282.	sales
LAND AND BUILDING.							
Hongkong Land Investment &	50,000	\$	100			216.	sales

Shanghai Land Investment Co., Ltd.	\$8,000	Tls.	60	Fls.	50				
K'wloon Land and Building Com- pany	6,000	9	20						Tls. 111, sales
Wah-hed Land Building Co., Ltd.	5,764	9	20						\$38, railors
Rumphreys Estate & Finance Co.	100,000								Tls. 26, Tls. 19, sellers
West Point Building Co., Limited...	12,500	\$	40						all \$12.15 \$62
TRAMWAYS.									
H.K. High-Level Tramways Co., Ltd.	1,250	\$	100	all					\$320.
J. Jebu Mining & Trading Co., Ltd.	60,000	\$	5		5	11			all, railors
New Pui-jun Mining Co., Ltd.	60,000	\$	11		5	11	124		sellers
Singapore Trading Co., Ltd.	30,000	\$	1	all					50 cents

names at Tonkin	16,000	Fcs.	250	all	3800, sellers
Roubt Aust. Gold Mining Co., Ltd.	200,000	E	1	18/10	184, buyers
ROZELIA, rvc.					
Hongkong Hotel Company, Ltd.	12,000	E	50	all	3152, sellers
Oriente Hotel, Manila	1,000	E	50	all	3152, buyers
Astor House Hotel Ltd. (Twentieth) ..	2,000	T.	25.50	Tls. 50	150, buyers
Astor House Hotel Co., Ltd. (Shanghai)	30,000	T.	25.50	all	231, sales
RYUGYU, rvc.					
A. S. Watson & Co., Limited	60,000	E	10	all	514, sellers
Watkins Limited	10,000	E	10	all	57, sellers
SEIKYU, rvc.					
H.K. and China Gas Co., Limited	7,000	E	10	all	2140, buyers
Shanghai Gas Company	10,000	E	10	all	2140, buyers

Hongkong Electric Co., Limited	30,000	\$	12 1/2		12 1/2	sellers
New Electricity (new issue)	30,000	\$	6		6	at dir., buyers
SARAC AND COMPANY	30,000	\$	67		67	at dir., buyers
Green Island Cement Co., Ltd.	50,000	\$	11	1/8	11 1/8	sellers
MOSCOW-LESTON						
Manila Investment Co., Ltd.	20,000	\$	90		90	buyers
Bell's Asbestos Eastern Agency,	8,804	£	12 1/2		12 1/2	sellers
United Arabes Oriental Agency,	4,000 roubles		10		10	buyers
Limited	100 shares		8		8	buyers
Hongkong Bakery Company, Ltd.	600	\$	54		54	sellers
Wai Szeen Water Works Co., Ltd.	7,000	\$	10		10	buyers
Hongkong Fruit Farm Co.	10,000	\$	10		10	buyers

Shanghai Ice Company, Limited..	5,000	Tls.	23	Alt.	112, sales
Shanghai Waterworks Co., Ltd.....	7,200	Tls.	28	Alt.	124,500, heavy
Shanghai Woolen Finishing Co., Ltd.....	29,000	Tls.	8	20	Tls. 425, sales
Sing Lee Paper Manufacturing Co., Ltd.....	10,000	Tls.	5	5	nominal
Tung Chung Cotton Spinning Co., Ltd.....	12,500	Tls.	10	10	1145
Woo Cotton Spinning and Weaving Co., Ltd.....	17,500	Tls.	30	10	1014, buyers
International Cotton Manufacturing Co., Ltd.....	10,000	Tls.	70	70	Tls. 35
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ltd.....	8,000	Tls.	100	100	Tls. 45
Sing Chee Cotton Spinning Co., Ltd.....	5,000	Tls.	500	500	Tls. 189

Co. Ld.	60,000	10	10	\$9.75, sellers
China Borneo Company, Ltd.	60,000	12	12	\$10, sellers
Universal Trading Co.	20,000	20	20	\$23, buyers
Robinson Piano Co. Ltd.	4,000	50	50	\$50
Campbell Moore & Co, Limited	1,200	10	all	40, sellers
Wm. Powell, Limited	12,000	10	10	\$9.75, buyers
China Commerce				
Philippine Tobacco Plant Co., Ltd.	20,000	50	50	\$18
Shanghai Limited	200	500	50	\$13, sellers

Chinese Imperial 1888 x 14. 745,000 Tls. 2500 1/2 p. annu. 10 1/2 prem.
VERNON and SMYTHE, Share Brokers.
 Printed and published by THOS. H. FARR, No. 5 Wyndham St. et. 5, p. 10. 1888.